



the second piston 16 is pushed back by its restoring spring 24 to the starting or abutment position shown in Fig. 1.

[053] If the actuator 9 is switched off while in this position, "forward drive" is adopted as the emergency operating mode. When this happens the control line 8, which delivers the control pressure  $p_{MV}$  set by the actuator 9 to the first working space 7, is closed by the second piston 17. When the control pressure  $p_{MV}$  falls, the second piston 17 keeps the valve piston 4 in a position corresponding to the current "forward drive" operating mode until the clutch pressure  $p_K$  on the side of the second working space 19 is smaller than the restoring pressure acting on the valve piston 4, which is only the case once the clutch 1 is completely empty. Only when the clutch pressure  $p_K$  is smaller than the restoring pressure on the valve piston 4, is the valve piston 4 pushed back again by the restoring spring 11. ➡

### Reference numerals

1	Clutch	18	Second working space
2	Clutch space	19	Second working space
3	Slide-valve mechanism	20	Line
4	Valve piston	20A	First line branch
4A	Piston section	20B	Second line branch
4[A] B	Piston section	24	Line
5	Longitudinal bore	22	Valve housing
6	Housing	23	Spring space
7	First working space	24	Restoring spring
8	Control line	25	Line
9	Actuator, magnetic valve	25A	First line branch
10	Restoring space, pressure-relief space	25B	Second line branch
11	Restoring spring	26	Throttle
12	Pressure space	27	Line
13	Line	28	OR-valve
14	Pressure supply line	29	Shift groove
15	Pressure relief line	p_K	Clutch pressure
16	Second piston	p_MV	Control pressure
17	Second piston	p_sys	System pressure